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~~TOP SECRET UMBRA NOFORN~~ SECTION TWO OF SIX 0450Z FEB 68 WEEKLY AIR DEFENSE WRAP-UP. THE FOLLOWING IS A SUMMARY OF SIGINT/COLLATERAL REFLECTIONS OF SOUTHEAST ASIA COMMUNIST BLOC AIR DEFENSE AND FLIGHT ACTIVITY FOR THE PERIOD OF 03 THROUGH 09 FEB 68. ACTIVITY BY IL-14'S ON 07 AND 08 FEBRUARY DIFFERS IN THAT THE 07 FEBRUARY ACTIVITY IS SUGGESTIVE OF PARA-DROPOR CARGO DELIVERY, WHILE THAT OF 08 FEBRUARY INDICATES AGROUND ATTACK MISSION. ON 07 FEBRUARY, THE PILOTS INDICATED THEY WOULD NOT DROP UNTIL THEY HAD SIGHTED A SPECIFIC GROUND REFERENCE POINT, WHICH IS UNUSUAL, AS ROUTINE NAVIGATIONAL PROCEDURES SHOULD BE SUFFICIENT TO PLACE THE AIRCRAFT IN POSITION FOR NORMAL DROP ACTIVITY. DURING THE 08 FEBRUARY ACTIVITY, THE REFERENCES TO BOMBS ARE THE FIRST INDICATIONS THAT NVN IL-14'S ARE EQUIPPED TO PERFORM A GROUND ATTACK MISSION. AS THE ONEIL-14 RELEASED HIS ORDNANCE OVER THE HOA LAC BOMB RANGE, THE PILOT REPORTED HE HAD DROPPED THEM AS "DUMPS," BECAUSE HE WAS "ORDERED NOT TO EXPLODE THEM." THIS WOULD SUGGEST A MORE SOPHISTICATED WEAPONS SYSTEM THAN THE RE-FUELED 120MM MORTAR ROUNDS WHICH WERE DROPPED BY AN-2'S DURING THE 12 JANUARY ATTACK ON TACAN CHANNEL 97. THE DETERMINATION DISPLAYED BY IL-14'S TO FLY INTO THE DMZ AREA DESPITE UNFAVORABLE WEATHER CONDITIONS, PLUS THE FACT THAT ONLY TWO OF THE MISSIONS WERE POSSIBLY SUCCESSFUL WOULD TEND TO INDICATE THAT FURTHER FLIGHTS BY TRANSPORTS INTO THIS AREA WILL BE PERFORMED, PROBABLY IN SUPPORT OF OPERATIONS IN THE KHE SANH AREA. (U) MIG-21 REACTION TO 03 FEBRUARY A.M. STRIKE THE NVN STAGED A MULTI-REACTION FORCE OF THREE MIG-21'S AGAINST THE A.M. COMMANDO CLUB STRIKE ON THE UTYEN QUANG ARMY BARRACKS. ONE MIG-21 WAS INITIALLY SCRAMBLED FROM PHUC YEN UNDER DIRECTION OF THE SENIOR DRV GCI CONTROLLER. THIS MIG-21 WAS VECTORED WEST AT 23,000 FT IN THE NORMAL PATTERN RUN AGAINST THE LAOS INGRESS. FOUR MINUTES LATER, TWO ADDITIONAL MIG-21'S WERE SCRAMBLED FROM PHUC YEN. THESE TWO MIG-21'S WERE UNDER THE DIRECTION OF THE PHUC YEN AIRFIELD CONTROLLER AND WERE VECTORED IN CO-ORDINATION WITH THE SINGLE MIG-21, WHO WAS RUNNING A TAIL CHASE INTERCEPT. THE TWO MIG-21'S WERE VECTORED NORTHWEST UP THE RED RIVER AT 23,000 FT. THE REACTION WAS APPARENTLY TIMED FOR A SIMULTANEOUS ATTACK ON THE STRIKE FORCE UTILIZING A Pincer Tactic. THE SINGLE MIG-21 WAS ATTACKING FROM A TAIL CHASE POSITION WHILE THE TWO MIG-21'S QUARTERED IN FROM THE SOUTHEAST. THE ATTACK WAS BROKEN UP BY THE QUICK REACTION OF GAMBIT FLIGHT WHO TURNED INTO THE THREAT AS DIRECTED BY MIG-21 ALERTS. IN THE ENSUING ENGAGEMENT IN WHICH GAMBIT FIRED 20MM CANNON AND 2 AAM'S, THE MIG-21'S WERE ORDERED TO "COUNTER-ATTACK... IF YOU HAVE THE ADVANTAGE... ATTACK RESOLUTELY." THE NUMBER TWO MIG OF THE PAIR OF MIG-21'S FIRED 2 AAM'S WHICH POSED NO THREAT TO GAMBIT. THE SINGLE MIG-21 REPORTED AN "AIRCRAFT BURNING," AND THE PHUC YEN CONTROLLER INFORMED THE FLIGHT LEADER OF THE PAIR OF MIG-21'S THAT THIS LONG MI-21 HAD "DOWNED AN AIR-CRAFT ALREADY." NO U.S. AIRCRAFT WERE DAMAGED DURING THIS ACTIVITY AND POSSIBLY THE LONE PILOT SIGHTED AN AFTERBURNER FLASH. NO AIRCRAFT WERE LOST TO DAMAGED ON EITHER SIDE AND THE MIG-21'S BROKE THE ENGAGEMENT, PULLING UP TO 30,000 FT AND RETURNING TO PHUC YEN. THE PAIR OF MIG-21'S INVOLVED IN THIS ENGAGEMENT WERE PILOTTED BY THE TWO PILOTS THAT ARE

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REFLECTED IN SIGINT AS BEING THE MOST EXPERIENCED AND AGGRESSIVE OF THE NVN MIG-21 PILOTS. PILOTS OF GAMBIT FLIGHT COMMENTED ON THE EXPERT FLYING SKILL DEMONSTRATED BY THESE PILOTS DURING THE ENGAGEMENT. THE TACTIC UTILIZED BY THE NVN IS ONE WHICH HAD NOT BEEN OBSERVED IN USE BY MIG-21'S, HOWEVER: A SIMILAR TACTIC USING MIG-17'S IN COORDINATED ATTACKS WITH MIG-21'S IN THE PHU THO AREA WAS NOTED FOR A SHORT PERIOD OF TIME IN MID-DECEMBER (5) NVN MIG-21 SHOOTDOWN OF JERSEY WHITE 02 (F102) 01 FEBRUARY 1968. TWO VIETNAMESE-PILOTED MIG-21'S WERE INITIALLY REFLECTED AIRBORNE FROM PHUC YEN AT 0848Z. THE TWO MIGS WERE ORDERED TO ASSUME A HEADING OF 200 DEGREES AND CLIMB TO 23,000 FT AT 485 KTS. AS THE TWO MIGS HEADED SOUTHWEST, A THIRD MIG-21 WAS SCRAMBLED FROM PHUC YEN UNDER CONTROL OF THE SENIOR DRV GCI CONTROLLER. THIS MIG-21 WAS APPARENTLY ASSIGNED THE MISSION OF PROVIDING COVER FOR THE OTHER TWO MIGS AND WAS VECTORED TO THE WEST AT 26,000 FT. THE SINGLE MIG-21 WAS NOT INVOLVED IN THE ATTACK ON JERSEY WHITE. THE TWO REACTING MIG-21'S WERE ADVISED THAT TWO "HOSTILES" WERE TO THEIR LEFT FRONT AT AN ALTITUDE OF 31,000 FT. AT 0858Z, THE TWO MIG-21'S WERE ORDERED TO TURN TO 260 DEGREES AND CLIMB TO 30,000 FT. THE PHUC YEN CONTROLLER ADVISED THAT THEY WERE 4900 FT LOWER THAN THE "HOSTILES" AND THEN ORDERED THE MIGS TO GO TO AFTERBURNER AND MAINTAIN A SPEED OF 595 KTS. SHORTLY AFTER, THE PHUC YEN CONTROLLER ADVISED THAT THE "HOSTILES" WERE 19 NMS TO THE MIGS' RIGHT FRONT AND THAT THEY WERE TURNING TOWARD THE MIG-21'S. THE MIGS AT THIS POINT WERE VECTORED TO A HEADING OF 290 DEGREES AND INFORMED THAT THE TARGET WAS NOW BELOW THEM. AS THE "HOSTILES" WERE REFLECTED HEADING NORTHEAST, THE MIGS WERE VECTORED SOUTH OF THEIR POSITION AND WERE DIRECTED TO SHUT DOWN AFTERBURNER AS THE "HOSTILE" SPEED WAS 460 KTS. THE HOSTILES TURNED TO A HEADING OF 180 DEGREES AND THE MIG PILOTS REPORTED SIGHTING "TWO HOSTILE." THE MIGS THEN WENT TO AFTERBURNER, ROLLING IN BEHIND JERSEY WHITE FLIGHT AT A DISTANCE OF 6.5 NMS, 16000 FT ABOVE THEM. THE MIGS WERE ORDERED TO "MOVE IN AND LOCK ON... TARGETS ARE GOING STRAIGHT AND LEVEL." THE PHUC YEN CONTROLLER ADVISED THAT THEY HAD NOTHING TO WORRY ABOUT SINCE THERE WAS NOTHING BEHIND THEM. HE DIRECTED THE MIGS TO "DIVIDE THE WORK AND DESTROY BOTH TARGETS... USE FULL AFTERBURNER." 0900 NNNN

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